
IMPLEMENTATION

The Plan sets forth proposals to guide the short-term and long-range development of the Mission Valley community. While some of the proposals outlined in this Plan are generalizations, others are, in effect, specific actions. The Plan is comprehensive in that it includes all-important aspects of the community. However, several issues and solutions to problems have been left unanswered in this report because of the need for subsequent studies which must be undertaken before more specific recommendations can be made. This section of the Plan lists steps necessary to put the Plan into effect. Specific implementation mechanisms and responsibilities will be determined following the Plan's review by all City Departments.

PUBLIC FACILITIES FINANCING

Several major public facilities will have to be constructed in order to realize Mission Valley's development intensity potential. These facilities include a 100-year capacity flood control facility, major new surface streets, freeway interchange improvements, and public utilities (sewer, water, etc.) and will include a future regional light rail transit line with an intra-Valley transit or "people mover." In addition, consideration should also be given to improving bus service provided by San Diego Transit through the use of assessment district funding. San Diego Transit can provide a necessary feeder service to the LRT and can ultimately increase the level of service currently available in the Valley by providing more routes and more frequent service. Since there will be direct benefits accruing to individual properties (public and private) within the Valley from the development of these facilities, it is incumbent upon these properties to assume the costs of these improvements, much in the same manner as newly developing communities finance their public facilities (based on the General Plan and City Council policies).

It may be advisable to establish an overall Improvements Assessment District or numerous smaller districts to ensure that the improvements are built and adequately financed, since the costs of the facilities will be paid by property owners (both private and public). The assessment district(s) will include all properties which would benefit from the improvements, participating being on a pro rata share of benefit received. The assessment district(s) will be based on specific projects in order to best determine benefit. If several projects propose public improvements which can be constructed concurrently, then the various assessments may be combined in a single district.

In lieu of providing improvements via a single or multiple assessment district(s), property owners may opt to use the following alternative methods of financing needed improvements:

1. Development agreements (a contract between the City and the property owners outlining the improvements and financial responsibility for their construction and maintenance pursuant to the State Government Code or other forms of contractual agreements).
2. Private agreements among property owners.
3. Districts in arrears (establishment of an assessment district or issuance of a bond after the improvements have been constructed in order to recover the costs).

4. Cost recovery (a fee is charged to the users of the improvements to recover the costs of construction).
5. Subdivision agreements and conditions.
6. Cash.
7. Other methods acceptable to The City of San Diego.

Additionally, properties that provide improvements, consistent with the assessment district standards, as part of development projects would be credited with a value commensurate with their assessments. Recent projects in which developers have already provided or contributed toward the completion of the necessary facilities are to be given credit for those specific improvements. In addition, as an assessment option, physical improvements, financial or land contributions for improvements, or development of public facilities such as parks and libraries in lieu of direct payment of assessments may be considered. The magnitude of the future public facilities required in Mission Valley strongly suggests that the landowners and responsible government agencies work closely together to minimize cost and ensure their timely installation.

SCHOOLS

The General Plan includes two primary goals (or the provision of public schools. These goals are: 1) the provision of a public school system that enables all students to realize their highest potentials, and 2) to actively pursue the implementation of the balanced community concept, thereby causing integrated schools through integrated residential neighborhoods.

The City of San Diego through Council Policy 600-10 requires that schools as well as other public facilities be available concurrent with need in the development. In addition, City Council Policy 600-22 requires basic information of the school districts pertaining to school availability and the impact on schools by proposed rezoning changes and new housing developments. To implement the City of San Diego Council policies, enrollment capacities for each school are updated on an annual basis. Under the City's policies, developers are responsible for the cost of incremental facilities required to house students expected to reside in the proposed development.

Although the Plan area is in an urbanized area and does not require a letter of school availability according to Council Policy 600-22, the school districts must supply school data pertinent to the proposed development. The Mission Valley community is unique in that it is lacking any public schools within its boundaries. This fact and the geographic features of the Valley itself could make adjacent schools more difficult to access. For these reasons, the distances of the existing schools from the proposed residential development and the availability of schools in general are of concern.

The issues of school availability and access are provided for in this plan, thereby meeting the goals of the General Plan and Council Policies 600-10 and 600-22. The developers of residential projects should reach an agreement with the school district on the provision of school facilities or access to these facilities, as considered necessary by the school district. Submittal of agreements to the City should be made a condition of approval for future development plans or Subdivision Maps.

TRANSPORTATION IMPROVEMENTS PHASING

The Mission Valley traffic forecasts have identified the ultimate improvements to the transportation network that will be needed in the Valley. Each of these improvements have been phased, based upon the amount of development that occurs in different areas of Mission Valley. As development proceeds in these various areas, street and ramp improvements will be required at certain stages before any additional final maps and/or rezonings will be approved.

Equivalent Dwelling Units (EDU) have been selected to translate different type of development into a common denominator. The EDU factor for each type of land use in Mission Valley is listed in **Appendix A**. In order to monitor the EDU's in Mission Valley, the Valley was divided into twelve sectors, basically along the San Diego River and the north-south freeways (see **Figure A-1, Appendix Section**). These sectors were grouped together according to which street or ramp improvements will be required because of development in those areas (**Table A-2 and Figure A-2, Appendix Section**). **Table A-2** indicates the maximum amount of EDU's that can be developed within a group of sectors before certain street improvements are necessary. These EDU totals exclude any projects that are underway or have approved tentative or final maps. If a new project replaces an existing land use, only the difference in EDU's between the new and old use should be counted in monitoring total EDU's. Notice that some of the groups have several levels of development that require different road improvements.

Group A from **Table A-2** includes five street improvements which would be required in the immediate future if all of the approved tentative maps in Mission Valley follow through to completed projects. Existing tentative maps which become final maps should be monitored so the improvements in Group A can be implemented at the appropriate time.

This phasing plan for Mission Valley's street improvements is not time-specific, but rather based on land development. The phasing plan is meant to be used as a general guide so that adequate street facilities are in place as development progresses. If various areas of the Valley build out before others do, then the phasing plan should be reassessed to accommodate unforeseen imbalances.

LEGISLATIVE IMPLEMENTATION

- Concurrent plan amendments to the Linda Vista Community Plan and the Serra Mesa Community Plan. The Linda Vista Community will be amended to provide for development intensity regulations along the north side of Friars Road for those parcels of land which have primary access to Friars Road and depend upon the Mission Valley circulation system. The Serra Mesa Community Plan will be amended to delete the sand and gravel extraction areas on the north side of Friars Road and other related areas on the north side of Friars Road from the Community Plan. These areas will be incorporated into the Mission Valley Community Plan.

Zoning legislation in the form of a Development Intensity District ordinance will be formulated which will regulate the intensity of new development and redevelopment by establishing relationships with traffic generation factors.

Transfer of Development Rights legislation will be formulated and implemented as part of the Development Intensity District legislation program.

- Interim zoning legislation can be established for the time period between community plan adoption and adoption of plan implementation legislation.
- A San Diego River Design District will be established which will guide development and redevelopment of properties adjacent to the river. Critical aspects of this district will be relationships between development and the wetlands .habitat, the LRT, the flood facility, open space and urban design.
- A Hillside Conservation and Rehabilitation District will be developed and utilized to protect the hillsides and to upgrade those portions of the hillsides which have been damaged.
- A South Mission Valley Height Limitation Ordinance will be formulated to establish height limits of 40 to 65 feet for developments located south of I-8.
- Multiple Use Areas Review Procedures will be formulated to assist property-owners, developers, and City staff in processing and reviewing multiple-use development projects in multiple-use designated areas.
- Establishment of Specific Plan and Development Agreement policies and procedures will be undertaken in order to assist landowners, developers and City Staff in processing and reviewing specific plans and development agreements.
- Special Sign District legislation will be formulated and implemented in order to blend signing and street graphics into the overall urban design goals for the community.